We get up close to the Tall Ships as they prepare to race across the Tasman. See page 9
After a decade an era has ended – or has it?
Colin Denny, after ten years of dedication to the Maritime Museum, did not stand for re-election as President at the AGM on 19 November. During this period the changes and advances have been significant. However Colin has not finished yet, as he wishes to still be involved with the Carnegie Gallery’s future. Hopefully some progress is being made and it will be to everyone’s gratification if we can see substantial results next year.

A week before the AGM we were able to acknowledge Colin’s achievements at a lunch in the Derwent Sailing Squadron. Over eighty volunteers and partners attended, as well as Bill Bleathman, Director of TMAG, who has been a good friend to the Museum and a serving nominee to our General Committee.

One old face and one new face join the General Committee. Rex Cox has taken over as Vice President. Rex, as many know, was President during the move to our present location from Secheron House at Battery Point. His experience will be a great asset to the Museum. Captain Digby Longhurst is new to the General Committee, but has for some time coordinated our research work and is a member of the Acquisition Committee. He comes with not only an extended understanding of maritime matters, but also of the Port of Hobart from the time he was a pilot.

When I have settled in, I am planning for the Museum to issue a news sheet for our volunteers each month. Hopefully this will help to keep us all informed, including the galley radio. For the volunteers, who keep us afloat, our annual outing, Tuesday 3 December, is to the MMT Warehouse at Cambridge. It is like a second museum and I am sure will be of interest to everyone.

Westward, after being out of sight for about three months, has returned to Constitution Dock. Peter Ashford and his team, John Wedd and Kevin Watkins, with the help of Sabre Marine, have taken the engine out of the boat and completed a re-build. The engine was made in the 1950s and put into the boat in 1976. They have done a wonderful job; it purrs along and no black smoke!

From the upstairs office we wish you all well, a Happy Christmas and Good Fortune for the New Year.

from the president’s log

Tasmanians in the 2013 Sydney Hobart race
Tall Ships in Hobart- Sydney-Auckland
Whaling in the 1920s - a personal account
Daring WWII raid – Operation Jaywick
River Steamers of the Tamar
An early French Chart of SE Tasmania
Plus ... news and all the regular features
The Maritime Museum's committee and volunteers arranged a buffet lunch at the Derwent Sailing Squadron in November which was attended by 80 members to recognise Colin Denny’s ten-year term as President. Colin, who did not seek re-election, will continue as a Museum volunteer. Vice-President Mike Webb presented him with a fine Bill Mears watercolour of his yacht, The Protagonist, and a humorous painting by Louis Rodway that volunteers signed.

Colin spoke of many experiences during his tenure and said that he never expected to become involved for so long when, in 2003, he was approached by Joe Cannon and David Keyes to stand for President. He said that from the outset the company, friendship and support of the committed volunteers and staff have been highlights of his time with the Museum.

Colin said that his time as President enriched his life in many ways. On overseas visits, he and his wife Annette tailored their travels around the biennial International Congress of Maritime Museums where Colin represented the Museum. This led to many useful contacts in the world of maritime heritage. The Alan Villiers photographic exhibition came to Australia as a result of these connections.

He mentioned the many changes that had occurred over ten years culminating in Council’s offer of the Carnegie Gallery space. The Museum now has its own warehouse and has been able to employ staff to improve the lot of volunteers.

He thanked everybody for their gifts and support and, in conclusion, he said that museums face a changing world where we have to be aware of our audiences and their changing needs.

PRESIDENT’S LUNCH AT THE DERWENT SAILING SQUADRON

The Protagonist

of his yacht, and a humorous painting by
Louis Rodway that volunteers signed.

Annette and Colin Denny

Photo: Rona Hollingsworth

This momento for Colin – he, and others, are instantly recognisable – was signed by members. Artist: Louis Rodway

from the news desk

from the brig

Penitentiary Chapel
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new members

We are delighted to welcome the following new members to the Maritime Museum.

Graham Phillips (Family)
Maree Murphy (Concession)
John Slaby (Concession)
B. Stannard AM (Interstate)
Andrew Boon (Individual)
Colin Thomas (Individual)

donations

We gratefully thank the large number of members who have made donations to the museum when renewing subscriptions, but we particularly acknowledge: Past President Dr Joe Cannon and members Tony Blanks and Jeff Gordon for their generosity.

MAREE MuRPHy (Concession)
B. STANNARD AM (Interstate)
ANDREW bOON (Individual)
COLIN THOMAS (Individual)

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Shipwrights Arms Hotel

(Established 1846)

29 Trumpeter Street, Battery Point
Phone: 03 6223 5551

Situated in the heart of historic Battery Point, “Shippies” is lined with a unique collection of Tasmania’s past, both maritime and historical

Aaron Gray (Licensee)

A traditional old English corner pub, filled with history, tradition, and pride including photographs of every ‘Sydney to Hobart’ winner

97 yachts enter the Sydney Hobart

..... but few Tasmanians

An unexpectedly high number of 97 yachts have entered this year’s ocean classic, the 69th Rolex Sydney Hobart Yacht Race, but there are only four Tasmanian yachts in the fleet. One of those is based in Queensland and another chartered to a British team. Cruising Yacht Club of Australia Commodore, Howard Piggott, said the total of 97 entries went well beyond the club’s initial expectations of 80, and includes 22 international entries.

This year’s race also marks 66 years since the cutter Westward, one of the Maritime Museum of Tasmania’s historic vessels, now berthed in Constitution Dock, won the first of her two consecutive races. Of the then record fleet of 28 boats, five were Tasmanian entries, a much higher proportion than this year. Hopefully next year’s 70th Sydney Hobart, with 120 entries expected, will attract a much larger contingent of Tasmanian boats. Tasmania’s fastest racing yacht, the powerful TP52 Cougar II, has not entered this year. Owner Tony Lyall elected instead to contest a series of regattas in Sydney and Melbourne for the one-design TP52 class. Tasmania will now be represented by: Tony Williams’ IMX38 Martela (BYC); Michael Creve’s Dynamique 62 Magic Miles (TYC); the Queensland-based, but Tasmanian-owned, Pawtucket 35 Quoos, entered by DSS member Wayne Williams; and Rob Fisher’s Adams/Barrett 60 Helsal 3 (RYCT), which has been chartered to a British team. A sound IRC corrected time result can be expected from Martela, after much hard work in the long lead-up to the Sydney Hobart.

The fleet includes five 100-footers, four of them line honours contenders: Bob Oatley’s Wild Oats XI, the race record-holder; Syd Fischer’s Raganuffin 100; Grant Wharington’s Wild Thing; and Anthony Bell’s Perpetual Loyal, the former Rambler 100 and Zefiro, Gerhard Ruether’s cruiser/racer. Since recording her second historic triple of line honours, overall win and setting a new race record last year, Wild Oats XI has undergone further modifications that include having a radical, retractable, hydrofoil-type wing fitted in a bid to make her even faster when sailing downwind. The fitting of the wing is aimed at keeping the eight-year-old super maxi competitive against more recent designs. Apart from the super maxis, critical eyes will be on the performance of several newly-launched boats, such as Hong Kong businessman Karl Kwok’s new Beau Geste, a Botin 80. Kwok was overall winner of the Sydney Hobart in 1997 with his Farr 49, Beau Geste. While the battle for line honours is probably limited to the super maxis, the race to win the historic Tattersalls Trophy for first on corrected time under IRC ratings, is wide open. A powerful contender for this trophy is Carkeek 60 ichi Ban, owned by Matt Allen, president of Yachting Australia. Another is Roger Hickman’s Farr 43 Wild Rose. This past Trophy winner took handicap honours in 1993, and continues to have winning form in long ocean races 30 years on.

Boosting international entries this year are 12 one-design, brand new Clipper 70s competing in the Clipper Race around the world. The fleet will race across the Indian Ocean from Cape Town to Albany, WA, then on to Sydney to include the Rolex Sydney Hobart as one of its race legs. Clipper Race founder, Sir Robin Knox-Johnston, the first person to sail non-stop single-handed around the world, will return for his second Rolex Sydney Hobart to navigate one of two Clipper 68s.

The weather is a key factor in this 628 nautical mile race, but skippers, navigators and crews who handle their boat at sea with capable helming, fine tactics and good seamanship will always be to the fore when results are calculated. Of course, under IRC handicapping, certain wind and sea conditions favour certain types of yachts.

Official starter for this year’s Sydney Hobart will be Trygve Halverson who, with his brother Magnus as navigator, won the first of three consecutive Sydney Hobarts with their yacht Freya in 1993. The 69th Rolex Sydney Hobart Yacht Race will start at 1.00pm on Boxing Day, 26 December 2013, from two lines off Nielsen Park, Vaucluse, and will be broadcast live on the Seven Network.

Details at: http://rolexsydneyhobart.com/the-yachts

by Peter Campbell
Names such as Just as interesting as the old sea dogs are the boats, yachts and abounds; Tasmanians may smile, remembering some of the author. The text is written in a relaxed, conversational style, of self. Some historic Tasmanian photographs augment those of accomplishments, focused activity, a sense of fun and a sense expressive, atmospheric and moody; his portraits of old they reached the status of “old sea dog” as their life followed characters you may know, and you may learn something of how of the Introduction by Graeme Broxam, is devoted
Photography is an important aspect of this book and a short
article, after the Introduction by Andrew Wilson, is devoted
chosen, or unexpected, pathways.

The informative text is supported with numerous historical
documents, paintings, maps, diary entries, and newspaper
reports. There are notes on interesting artefacts: the bronze
bell used to warn of explosives about to be fired, and a copper
horseshoe, made to replace iron ones, and to reduce the
risk of sparks. Colourful images of today’s Salamanca can be
compared to black and white photographs taken in the 1800s
and 1900s. There are fascinating images of early engineering
works, of the wharf area, of transport used, of people and
activities. A timeline of events from 1803 incorporates other
events that influenced the development of Hobart and of
Salamanca Quarry, selected and transported there by John Kennedy in the 1930s. The area has, since colonial
days, been linked to port activities and the author includes a
comprehensive account of surrounding areas.

The seven official entrants in the race to Auckland, starting just
outside the Heads, were:

- Europa (Netherlands) 30 miles behind gaining second place, and

the winner, arriving on 17 October with

- The Australian National Maritime Museum (ANMM) had arranged for members to accompany the fleet out to Sydney Heads. We

all met at Darling Harbour, where one of the entrants in the race, Young Endeavour was berthed. Up close, Australia’s sail-training ship, a 1980s replica of James Cook’s eighteenth-century vessel, is impressive. ANMM informs us that there are 30 km of rope on board, with 750 blocks or pulleys. It carries 28 sails (10,000 sq ft /

930 sq m of canvas). Another entrant, New Zealand’s sail-training ship Spirit of New Zealand, its black hull adorned with the silver fern, was also built in the 1980s. It has 14 sails (almost 8,000 sq ft).

We boarded MV Poomoo, one of the Rosman Ferries. These
wooden vessels built in the early and mid-twentieth century are
now restored in heritage colours of red and gold, their extensive
timberwork and brass fittings gleam, and they can be chartered for special events like this. As it cruised under the Harbour Bridge
and towards the Heads, our ferry was surrounded by Tall Ships and
small craft. An onboard commentary alerted us to the changing
positions of each ship, to significant landmarks, like the mast of HMAS Sydney at Bradley Point, and to details of international
ships in the docks, while a navy helicopter flew overhead. Cool
breezes blew across the covered deck, guests scanned for photo
opportunities in the slightly choppy conditions, caterers kept
everyone content and we were aware of our involvement, if only
periodical, in a notable event.

Among the Tall Ships on the Harbour, were several which had
visited Hobart in September. Europa, the barque, from The
Netherlands; featured on our front cover, was there, its 24 sails (1250 sq m) still furled, as it cruised towards the start. Tasmanian
connections on the Harbour included: Yukon, a ship engaged in
monitoring ocean pollution (see article in M7, Sept. 2013); Lady
Nelson, and Windrose Bound, the sail-training ship based in Hobart.

The seven official entrants in the race to Auckland, starting just
outside the Heads, were: Europa, Tecla, Oosterschelde, Picton Castle, Lord Nelson, Young Endeavour, and Spirit of New Zealand.

As they neared the Heads, the Tall Ships began to set more sail,
prompting another flurry of photography. Here we said farewell to these beautiful vessels as they set their course towards Auckland,
and as our ferry turned back. The mood on the return cruise was
subdued in comparison to the excitement of the outward voyage,
but Sydney Harbour is always interesting and we had time to observe other features as we returned to ANMM.

The Tall Ships encountered some difficult weather conditions en route to Auckland from calm flat seas, to reports of 60 knot hurricane force winds. Four of the seven retired. Europa was the winner, arriving on 17 October with Tecla (also from The
Netherlands) 30 miles behind gaining second place, and Spirit of New Zealand third. Auckland celebrated and on 28 October, the
Tall Ships departed on the next leg of their journey. Eurosa sailed
to the Southern Ocean, passing close to Pyramid Rock, a breeding
ground for albatross just south of the Chatham Islands. In his
online log, the captain wrote that albatross and square-riggers have something in common; “both are an endangered species ...
using fully, the free energy of the winds.”

Old Sea Dogs of Tasmania: Stories and photographs from the southern seas
by Andrew Wilson (2013)
ISBN 9780980635508 (hbk.)

Sea Fever
by John Masefield
First published in Salt-Water Ballads (1902)
TALE OF A CHART

This tale began at a regular Friday antiques and junk auction. Lying forlornly in a plastic envelope was a rather pretty little chart simply catalogued as “Early French chart of SE Tasmania”. I was intrigued. All the writing was in French, the chart was not as well drawn as d’Entrecasteaux’s and I could not recall any French explorer who had charted that part of the coast before d’Entrecasteaux. But I do not collect charts, so we moved onto the selection of needlework accoutrements that my wife collects. The turn came for that chart to be sold and nobody bid, the auctioneer cajoled the audience and nobody bid, he worked the crowd and solicited a nominal bid, nobody topped it and Lot 172 was mine.

But what precisely had I bought? The chart is on rather coarse pale beige-coloured paper marginally larger than A3, and seems to be a hand-coloured etching. It varies considerably from a modern chart and purportedly covers the coast from South West Cape to Maria Island with the track of a ship, plus an inset plan of Adventure Bay.

The title plate is simply: CARTES DE LA TERRE VAN-DIEMEN.
Par M. Bonne, Ingénieur-Hydrographe de la Marine. The inset: Plan de la Baye de l'Aventure sur la Terre Van-Diemen. Many names are still recognisable: Cap S O (Sud Ouest or South West), Cap de Sud, Mevstone, Pedro Blanco, Eddystone, Baye des Tempêtes (Storm Bay), Friars, Pte Tasman, I. Penguin, Baye de l'Aventure, Cap Frederick Henry, Ises Maria, but it is the fine print scattered around the chart that is even more intriguing (Chart 1 and also see back cover of this issue). These notations include “Cook, 3e Voyage”, “Longitude Est de Paris”, “138*, “Bonne Fil, dell”, “André sculpt.”, “appellé Swilly dans le Journal de l'Aventure” and “NOTA. Les Sondes sur ces cartes sont Angloises: 8 de ces sondes en valent 9 Francoises”. (My translation: Note. The soundings on these charts are English: 8 de ces sondes en valent 9 Francoises” . (My Journal de
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and France were almost constantly at war during the 18th century, there was much cooperation amongst their scientific communities.

Joseph Banks gave la Perouse copies of Cook’s charts and journals and some of Cook’s navigation instruments including at least two inclining compasses before Astrolabe and Boussole departed on 1 July 1785. Both ships and all hands were lost on Vanikoro in 1788. When Bruny d’Entrecasteaux went searching for la Perouse from 25 September 1791 he also carried copies of Cook’s charts and journals and made repeated references to them in his journal.

Thus we have ascertained that both the chart and the inset plan were drawn by Cook and/or Bligh on HMS Resolution in 1777 and published in London in 1785.

Editions note: compare Charts 2 and 4 with Chart 1.

But who was M. Bonne, Ingénieur-Hydrographe de la Marine? M. Rigobert Bonne, 1727-1795, was the French Cartographe-Royal from 1773 until his death. He was renowned for the accuracy of his charts and for abandoning the elaborate decorative flourishes common on earlier maps.

He apparently obtained a copy of Cook’s charts as published in “Voyage to the Pacific Ocean ….”, reorientated the longitude from the meridian of Greenwich to that of Paris, translated most English names into French, discarded the coastal silhouettes, and published it in the epic “Atlas encyclopédique contenant la géographie ancienne, et quelques cartes sur la géographie du moyen âge, la géographie moderne by Rigobert Bonne and Nicolas Desmarest. Paris: Hotel de Thou, 1787.” Two: This massive undertaking including 140 separate charts published in two folio editions (ie loose leaf) in 1787 and 1788. The atlas was engraved on copperplate by Gaspard André, printed in monochrome and some (deluxe) copies were hand coloured. The number “138* on Bonne’s chart is the folio reference number from this atlas.

Finally, there is that reference “appellé Swilly dans le Journal de l’Aventure” which was on the Bonne chart adjacent to Pedro Blanco. Abel Tasman named Pedra Branca in 1642 and Tobias Furneaux, perhaps inadvertently, renamed it the Swilly Isles in 1773. Bligh’s chart has a note that Pedra Branca is ‘called Swilly in the Adventure’ and Bonne basically translated this note. Essentially, Cook, Bligh and Bonne restored Tasman’s name of Pedra Branca and that name still survives.

Unfortunately he does not mention which charts he carried, or their source. Were they English or French copies of Cook’s charts? A quick perusal of the charts drawn by the renowned hydrographer Charles-François Beaumetz-Beaupre on d’Entrecasteaux’s expedition indicates that Bonne’s chart was drawn before this expedition.

So, onto Cook’s journals. On the third and final voyage William Bligh held the rank of Master on Cook’s ship, HMS Resolution. This was a non-commissioned rank with responsibility for the actual sailing and navigation of the vessel. During this voyage a chart was drawn, almost certainly by Bligh under the direction of Cook, and it shows the track of the Resolution. The Resolution arrived back in England in October 1780 after Cook’s murder, and that chart was first published in 1785 in “Voyage to the Pacific Ocean” (see reference).

Adventure Bay on Bruni Island was discovered and named by Captain Tobias Furneaux of HMS Adventure on Cook’s second voyage. Furneaux spent five days wooded and watering in Adventure Bay. He also produced a running chart of the Tasmanian coast from South West Cape to the Furneaux Group and named many features. I could find no evidence that he produced a plan of Adventure Bay. On his third voyage Cook visited Adventure Bay in 1777 on HMS Resolution and an unattributed plan of Adventure Bay was drawn, possibly by Cook himself, or under his direction. This plan was also published in 1785 in “Voyage to the Pacific Ocean.”

Chart 1

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Next a visit to the Maritime Museum of Tasmania and a discussion with curator Rona Hollingsworth. Rona opined that the chart was on hand-made paper, consistent with a chart produced in the late 1700’s. She noted that the edges had never been trimmed or guillotined, that the central panel of the paper had been impressed or flattened by the pressure of a copperplate printing press and that it had been hand coloured with semi-transparent pigment, probably watercolour. She said that the chart was almost certainly original and not a modern copy; it being exceedingly difficult to replicate the printing press impression. Then, I tried to determine its provenance. The chart is French, but it references Cook’s third voyage.

Captain James Cook made three Pacific voyages of exploration: the first in Endeavour from 1768-1772; the second in Resolution and Adventure from 1772-1775; and the third in Resolution and Discovery from 1776-1780. Although England and France were almost constantly at war during the 18th century, there was much cooperation amongst their scientific communities.

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THE DIARY OF JACK FOX (PART I)

A Voyage to the Ross Sea in Antarctica with the whaler N.T. Nielsen Alonso, November 1927 – February 1928

Jack Fox's handwritten diary was recently donated to the Maritime Museum by his family. He began writing shortly after leaving Hobart, describing life onboard the mother-ship N.T. Nielsen Alonso: the Norwegian and Tasmanian crew, the five Pol Boats or whale chasers, and the dangers faced. He also wrote of weather, wildlife, and of huge whales, hunted and processed for their oil. Attitudes to whaling have changed since, but selected extracts in this condensed version of the 23 year-old Tasmanian’s diary reflect 1920s practice.

Jack’s words are frank, with a candid charm, and are reproduced as written, with minor changes only if necessary. The first page of the diary was no longer attached, but all other pages have been transcribed and edited by Museum volunteers.

... at night we had some music played by the Norwegians and volunteers.

Sunday, 13 November 1927 We were called out at six o’clock this morning for an inspection to see if all were on board. After that we all went for a walk around deck to get our bearings. After leaving the stream, we dropped the pilot down near the other side of it, good going for new hand.

14 Nov We started work this morning on deck shifting coal. We got a fair bit of fun out of it owing to the roll of the ship, many barrows tipped over.

15 Nov I have not felt any signs of sea sickness but I don’t say that I won’t because I might.

17 Nov I am beginning to pick up a bit of the Norwegians’ lingo and it is pretty hard to learn I can tell you. Lying in bunk listening to a gramophone one of the boys brought from home, feeling pretty tired too as these 5.30 a.m. mornings are no good at all.

18 Nov We have been coaling all day, shifted about 300 basket of it, good going for new hand.

19 Nov Heavy fog. The Captain of the mother-ship works his boats on a siren system in a fog. It is a very good system and safe.

20 Nov Sunday. We did not have to work. Our first sight of ice today. We have been getting plenty of snow and the ship looks very pretty with her mantle of white. I have been listening to a Norwegian playing wonderful music. We have been supplying the Pol Boats with fuel oil and provisions for their passage through the pack ice. The bird down here are very pretty, and quite tame. Night times are like day now, hardly tell the difference. They have been steamng the winches to keep the water in the cylinders from freezing as it is likely to cause a blow out if they start them going.

21 Nov Travelling about four knots an hour as it is too dangerous to go any faster. I saw a few seals. They did not seem to mind us, just lay there and watch us.

23 Nov A few boys are laid up with colds, including my friend, Arthur Byrnes, better known as Darkie. He also has a bad hand which he crushed against an iron door. I had a narrow escape myself today, pulling over a basket of coal, when my foot slipped. I fell right across the hatch and I would have fallen about 35 ft if I had of went, but I did not I am thankful to say.

24 Nov We got stuck for about an hour and made the most of our opportunity to get on the pack ice. We chased a bunch of penguins, caught about four, and had our photos taken holding them. I took one to the ship to Darkie, but it bit him on the hand so he let go and I lost it. Two Norwegians and Bill Stewart (jnr.) went through the ice, but they were soon pulled to safety. We expect to be in the Ross Sea some time tomorrow.

26 Nov I have hardly done a tap today. The flensers are busy getting their knives ready. We are not in the Ross Sea yet, however ice made our progress much slower. They had big ice saws out on deck in case we got stuck.

27 Nov I had a bath in a little round tub which you could only get your head clean. Water has started to come in. It is a blessed relief.

28 Nov We are in the Ross Sea at last. The gunners have been testing their guns, enough to deafen you. It makes the big ship tremble from stem to stern with the shock.

29 Nov The first whale came alongside, brought by Pol IV. About 80 tons & 80 feet long. He was hardly on deck than the whalers hands on it. They have been the best of pals since.

3 Jan The doctor has to be taken away to the C.A. Larsen whaler. He gave himself three days to live, which sound pretty bad.

18 Dec One of the Norwegian mess boys was walking along the after deck when a winch wire snapped, curled around his leg and crushed it. Tore his sea boot off and hurled it into the sea with terrific force. They took the boy away to the Larsen as we have no doctor.

24 Dec Today is Christmas Day as far as the rules of the Antarctic go. Dinner was served at 7 o’clock and a dinner it was, considering what we have been getting. Roast Pork & Mutton, potatoes, cabbage, peas, gravy, some sort of a dessert, cakes, apples, nuts, toffee, coffee, Hot Toddy & rum, not so dusty either.

26 Dec The doctor arrived back. I reckon he has lost about two stones. We had our first taste of whale steak today, good stuff to eat, for a change.

31 Dec Pol IV broke an Antarctic record with 7 whales in 12 hours, previous record is 5.

New Year’s Day 1928 Had to work till Midnight in the coal and it was very pleasant I don’t think.

3 Jan Dull weather. The sleet and snow would fairly cut your eyes out with the force it strikes you. There is a big sea running and two whales have broken loose.

4 Jan. They managed to get a few whales on deck after a hard struggle and a few broken winch wires. It was very difficult to flense them as they kept sliding over the greasy deck.

6 Jan We had a fight onboard between two Tassies, Don Giblin & Charlie Horsey, and it was a dininium go, lasted about half an hour. Neither of them won, they both cried quits and shook hands on it. They have been the best of pals since.

7 Jan We had a race with the Sir James Clark Ross today .... we were a little bit faster. She is a very fine ship, looked spick and span to our old tub.

10 Jan We have got 402 whales and about 30,000 barrels of oil

It is enough to turn your heart, but I suppose we will survive it.

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13 Dec I saw about 30 small whales swimming around the ships, feeding. The sea looked brown with shrimp, the whales’ food. These small whales have not got much fat on them, and it would be a shame to kill them so young.

14 Dec The doctor has to be taken away to the CA Larsen whaler. He gave himself three days to live, which sound pretty bad.

23 Dec About five below zero, snow and cold winds. There is a fair sea running and the old tub rolls a bit.
— close to last year’s tally now.

20 Jan We have been right round the Ross Sea, down as far as 70°, the Captain using his brain so as not to be too far down when he gets a full ship.

21 Jan We have got a family on board, a batch of kittens, born on one of the firemen’s bunks. I don’t think he was pleased about it either.

24 Jan One of the boys and myself done a bit of flensing. The flesh of the whale’s head is like gittle and as hard as iron. We got a whale about 100 tons and 103 feet long.

26 Jan I heard that the doctor ran amok today, tried to cut his throat, but they caught him and strapped him to his bunk — fine doctor to have on board.

30 Jan A fire in the big midship bunker. You could not see the men working in it for dense clouds of smoke and flames.

31 Jan Got the fire out at last but they had to work all night. All the coal went over the side and you should have seen it when it struck the water as it was red hot.

3 Feb We ran into a submerged iceberg and the shock was terrific. The ship got a leak in the forpeak, taking in water fast, pump working overtime, until they repair the damage.

6 Feb A big iceberg split in two with a terrific report like a thousand guns going off at once. A huge sheet of water shot over the deck in a turmoil again. Bill Stewart (jun.) took a photo of the big sea right aft.

8 Feb A big sea hit us broadside and our mess-table with all our eating utensils & food were deposited on the floor, with us as well.

13 Feb We are not making much headway, heavy seas continually breaking over the bow. We have got three pair of whale jawbones on deck, bringing them to Hobart.

15 Feb Another tragedy. Three firemen & a deck hand were on the after deck, a big sea come over. The deck hand, only a boy, was washed overboard and lost. The other three we saved. Everyone on board is very upset about the boy, a great favourite amongst both Tasmanians & Norwegians.

17 Feb Roaring Forties. It blew like the dickens and soon had the sea in a turmoil again. Bill Stewart (jun.) took a photo of the big sea right aft.

19 Feb We are doing a lot of packing so as not to rush when we strike the good old Derwent River.

20 Feb We got our photos taken and tried to kid the Captain to join us, but he wouldn’t. He told us we get in at 12 o’clock tomorrow.

21 Feb In the morning we saw Tasman Heads, later took on the pilot. We dropped anchor in the stream for the doctor to inspect us, then went up into Princes Wharf where a big crowd awaited us. There was no noise from the ship on account of the two Norwegian boys who were killed on the trip.

We took some time before we were alongside, and then we had the trouble of getting our luggage off, put on a dray and sent home. We followed shortly in a yellow cab and got home at half past five where a great welcome awaited me and a good Tasmanian tea. I can’t say that I am sorry to be home for I think it is the best place of all...

Fins.

Additional notes in Jack’s diary:

The amount of oil produced from 761 whales was 57,500 barrels of fat.

The amount of whales caught by each Pol are as follows: Pol I, 72; Pol II, 168; Pol III, 185; Pol IV, 198; and Pol V, 138. Total: 761.

Pol IV got the record of bringing in ten Blue Whales caught in twelve hour & seven in the same time.

Pol IV got the record of bringing in ten Blue Whales caught in thirty-six hours.

No. 29 Lighterman’s Hitch

This hitch can handle a considerable load but may be released easily. This makes it useful for tasks such as towing.

**No. 29  Lighterman’s Hitch**

**This hitch can handle a considerable load but may be released easily. This makes it useful for tasks such as towing.***

**knot so hard**

*a series by Frank Charles Brown*

**Make a turn around the pole, pin or suitable anchoring point as in Figure 1**

**Loop the bight over the object as in Figure 3**

**Half Hitch the Working End at the top of the knot. Draw up the knot to finish as in Figure 4**

**Further reading:**


**Photos:** Bill Stewart  |  Maritime Museum of Tasmania Collection

**COMMENTS**

Though glad to be home after his first experience on N.T. Nielsen Alonso, Jack Fox returned to the Antarctic the following whaling season, from 18 October 1928 to 19 February 1929.

Once again the two Tasmanians named William Stewart were onboard “Old Bill” the bosun and barber, who spoke fluent Norwegian, and his son “Young Bill” who liked photography. The Maritime Museum holds a collection of the Stewarts’ papers and photographs. The captions on the back of Bill's photos are compared with Jack’s comments.

“Lower jaw of whale. Can seat 18 Tassies and 18 Norwegians on each side” (Bill Stewart).

Jack Fox (29 November) gave a more conservative estimate: “A dozen men could sit comfortably in its mouth.”

“A chaser fast and getting crushed. We had to go back three miles to pull her out. She was nearly a gonner. 1927-28” (Bill Stewart).

Jack Fox described a similar incident in the next voyage (1928-29).

A page from the diary. Jack Fox describes his homecoming. Photo: Maritime Museum Tasmania

A fire in the big midship bunker. Photo: Maritime Museum Tasmania

Humpback whale fluke. Photo: Terry Howard. Wikimedia Commons

Photos: bill Stewart (1928-29).
Notes on Whaling

N.T. Nielsen Alonso

The Norwegian whaler that Jack Fox worked on was built by C. Connell & Co Ltd., Glasgow in 1900 as a cargo liner, the Custodian (9348 tons). It was later renamed Polonceva, then sold to Norway in 1926, converted to a whaling factory ship and renamed N.T. Nielsen Alonso. In A History of the Exploitation of the Ross Sea (2010), David Ainley reports five of its Antarctic voyages and lists numbers and species of whales taken 1926-1930. In February 1943, on a voyage from Glasgow to New York, it was torpedoed by a U-Boat and sunk (48°N; 34°W). Three men were killed. Fifty survivors were picked up by the American coast guard cutter Campbell and taken to St Johns, Newfoundland.

From Whaling to Whale Watching

Eden, NSW, with its deep natural harbour, is rich in whaling history. Today it is a centre for whale watching. Humpbacks annually migrate north to warmer Queensland waters from June to August, then mothers and calves, staying close to shore, return to the Southern Ocean during September, October and November. Orca and Sperm Whales can be sighted further off-shore.

In Kaikoura, New Zealand, is an historic house, part of which was built in the 1840s on whale vertebrae foundations. Fyffe House has since been bequeathed to the New Zealand Historic Places Trust. Kaikoura, with a long whaling history, is now a popular whale watching spot. Sperm Whales are year-round residents but the migrating species, like the Humpback Whales and Southern Right Whales are seen in June and July. Orca are seen from December to March.

Norway supports both a whaling industry, hunting minke whales within the Norwegian Economic Zone, and whale-watching tourism, particularly in the north from May to September. Sperm Whales, Minke and Orca can be seen. Sanderford Museum in Norway opened in 1917 and is dedicated to whaling history, including Antarctic whaling.

In Tasmania, Humpback Whales, Southern Right Whales and occasionally Minke Whales and Orca can be seen off Bruny Island and the east coast. The northward migration season can extend from May to July, and the return is usually from September to December. Mothers and calves have recently been spotted in the River Derwent.

View whales in Tasmanian waters at: www.youtube.com/watch?v=HEIyJJP7F7I

Conserving Whaling History

Established in 1931, the Eden Killer Whale Museum (EKWM) was founded by volunteers in the community to preserve the stories of the unique relationship between the killer whales (Orca) and the whalers of Eden. By this time the Davidson shore-based whaling station had already ceased the majority of its operations, and Orca sightings, which had tapered over the years, were becoming rare.

An opportunity arose when the body of a well-known Orca, Old Tom, was found in Twofold Bay in 1930. Five months later, a committee was formed to secure a permanent place for the skeleton, and the stories. Today, those stories attract around 40,000 visitors to the museum annually. The museum’s collection holds over 20,000 items and includes maritime technology, photographs, documents, artworks and textiles. In addition to whaling material, the museum holds artefacts and documents relating to Eden’s maritime, naval, fishing and timber heritage. Several shipwrecks of national significance lie close to Eden, and relics relating to these are also held for posterity.

The museum continues to be managed by a volunteer management committee, and remains a self-funded organisation. A significance assessment undertaken in 2010 for the National Library of Australia concluded that the museum’s collection was unique in its range and focus, even compared with much larger and better resourced collections.

The collections are open to researchers by appointment through the museum’s full-time collection manager, Jody White. The museum’s research library is open Monday and Thursday mornings, or at other times by appointment.

More information is at: www.killerwhalemuseum.com.au

Notes from the Curator

Once again I can report that we have received numerous wonderful donations, have had many fascinating queries and with the help of fantastic volunteers have scanned, registered, transcribed, digitised, indexed, researched, reorganised and elevated segments of our collections – a seemingly never ending job but we are progressing!

One very timely donation was a program from the naval review held in Sydney Harbour in 1913. This was presented to us at our PW1 stall during the Tall Ships’ visit in September, when the ships were on their way to Sydney Harbour to celebrate the centenary of the review. We were very pleased to be able to display it in the Museum’s lobby for the duration of the event.

I can also report this month on a fantastic day I had down to Port Davey along with Ian Terry and Nikki King-Smith from TMAG to check out the possibilities of developing a small museum in the now disused orange belly parrot viewing shelter. The museum, being organised by Janet Fenton (who grew up at Melaleuca) and the Friends of Melaleuca, will inform visitors of the area’s history. Themes will include pining, tin mining, home life in the remote South West and Deny King’s contribution to knowledge of the natural history of the area.

On the social side, two celebrations were also great opportunities for museum volunteers to get together. A farewell lunch was held for Colin’s retirement as President and the annual Christmas outing was combined with an ‘official’ opening of our storage unit at Cambridge.

No one identified our mystery object in the last edition of the Maritime Times – so (luckily for us) there were no winners of a Titanic item. The item was in fact a hatch prop or automatic closing device. A salt pill was placed in the angle of the prop to stop it folding up. However, if it became wet the pill dissolved and the hatch dropped shut.

Instead of a competition this time I’ll leave you with a test which I discovered in an Examiner newspaper during my recent migration research. My initial search using the key words ‘Chinese’ and ‘mining’ was rather unsuccessful but a search using ‘Celestials’ provided much more information including the following dictation test set for Hee Young when he arrived in Launceston in 1909.

Citizens who would nightly blush with shame, at the mere suggestion of trying to obtain for themselves a share of the funds collected for the relief of the indigent poor, apparently, deem it no offence to get medical treatment on the cheap, either as in or out patients at the hospital.

Not surprisingly Mr Young failed. Some ‘foreign’ immigrants were set that impossible task in the sure knowledge that they would fail.
THE 70TH ANNIVERSARY OF OPERATION JAYWICK

The 26th September 2013 was the 70th Anniversary of the WW2 Operation Jaywick. This was the successful attack on Singapore Harbour by the Australian Z Special Unit, Australian Services Reconnaissance Department commandos, using a disguised Japanese fishing boat, the MV Krait in 1943.

After paddling eleven kilometers, six commandos in three folboats (folding canoes), successfully sank seven Japanese ships, totaling 35,000 tons. The raiders were later recovered on 2 October, at a rendezvous 80 kilometers from Singapore. They then made their way safely back to North West Australia without being spotted by the enemy.

Our floating Memorial, the original MV Krait.

The MV Krait, originally known as the Kofuku Maru, was formerly the property of a Japanese fishing firm in Singapore. When the Netherlands East Indies surrendered, the Kofuku Maru was sailed to India by a civilian, Mr. W.R. Reynolds, and eventually reached Australia. Because she was a former Japanese vessel, she was selected to transport members of Operation Jaywick, and renamed MV Krait. The crew consisted of five British and eleven Australian servicemen.

After the war, the vessel ended up in Borneo transporting timber and was renamed Pedang. In 1950 she was discovered by two Australians and, after a public appeal, was returned to Australia in 1964. She was transferred to the Australian War Memorial in 1985. The original MV Krait is still afloat and carefully maintained as part of the Australian War Memorial’s collection. Now on loan to the Australian National Maritime Museum, it is on display at Darling Harbour, Sydney. A great part of our heritage is being kept for future generations.

In recognition of this important anniversary, the following photos are provided to show what the vessel actually looks like, and to appreciate the conditions that the crew endured in the operation.

For further information, please contact the editor: details page 2.

More information about Operation Jaywick can be found at the Australian War Memorial website: http://www.awm.gov.au/

Imagine these in brilliant colour! Great paintings, (watercolour and ink) of cray boats in Hobart docks.

The Hobby Artists of Tasmania Inc. (HAOTI) – Annual Art Show
29 November to 19 December 2013, Open 10 am to 5 pm daily
Battery Point Community Hall, 52 Hampden Road (cnr. Francis Street)

Paintings and greeting cards by local artists will be offered for sale, including Tasmanian maritime art, similar to those shown.

Enquiries to HAOTI@bigpond.com

Imagining the past reality

ANVERS Confectionery

Indulge yourselves in a Belgian style breakfast in a chocolate factory, morning and afternoon tea in the old gardens listening to the native birds, a fine Tasmanian lunch near a cozy wood heater, stocking up on Tasmania’s finest chocolates or just browsing through the chocolate antique display.

There is ample car and bus parking on site.

Also catering for the quick quality business lunch and corporate presentations in our own private room.

The “House of Anvers” is a real chocolate taste sensation. It is located on the Bass Highway between Devonport and Latrobe and is open 7am - 7pm, 7 days a week. Phone: (03) 6426 2958 for bookings.
RIVER STEAMERS OF THE TAMAR

From the earliest days of European settlement the River Tamar has been an important waterway for transport.

For much of the 19th century the Tamar Valley was largely wooded. Nevertheless there were isolated farms and small settlements on both sides of the river quite early. There was an extensive shipbuilding industry from at least the 1830s. Shipyards were located at Rosevears, Blackwall, Richmond Hill, Windermere, Rowella, Kelso, and Swan Bay. There were flour mills in both the Supply River and at Windermere, and lime works at Middle Arm. The only urban settlement before the mills in both the Supply River and at Windermere, and lime works at Middle Arm. The only urban settlement before the gold rushes of the 1870s was George Town, and that was fairly small.

The river was the main means of transport throughout the 19th century, with rowing and small sailing boats from the earliest days. From 1835 sailing boats maintained a regular service between Launceston and George Town. Probably more important than their up and down the river trade was the cross river trade. Socially this was very important. The churches at George Town, Windermere and Sidmouth served both sides of the river.

The first steamer on the river was the paddle steamer Tamar, which arrived in 1834. It undertook one trial trip before being sold to New South Wales where there was a better chance of financial success.

The next was a paddle steamer Gypsys in 1842. It and its successors found it very difficult to compete. The cost of operating a steamship was much higher than that of a sailing ship. More crew were required and coal was expensive. The steamships could not undercut the operating costs of the small cutters which continued to transport most of the goods up and down and across the river. It was only with the passengers, who were billing to pay for the extra comfort provided, and with perishable goods, that steamships had any advantage. For 20 years different operators tried to operate viable steamship services on the Tamar River, but by the early 1860s all had given up, and transport on the river was again totally reliant on sail and the oar. The only exception was the Marine Board’s steam tug Tamar, used to tow sailing ships up and down the river and for occasional excursions.

It was not until the 1870s, with the discovery of gold at Lefroy and later at Beaconsfield, that the demand for passenger services and a fast freight service gave promise of a financially viable steam boat service on the Tamar River. The first attempt was with the Little Nell in 1874, which unfortunately blew up shortly after her commission. We know from newspaper accounts that she carried eight passengers on that fateful morning. Five had boarded at George Town, one at Waterton Hall, one at Sidmouth and one at Gravelly Beach.

In 1877 a permanent service was established by a partnership, that would last for 64 years, between master mariner John Paterson of George Town and Launceston merchant Alfred Harrap. Their first steamship was the Corio and following that the Empress of India, both small ships.

The Corio (12 ton) was 23 metres long with a beam less than 2 metres. The Empress of India (20 ton) was shorter but had a much wider beam. These two vessels operated as a daily service each way between Launceston, Bowen’s jetty and George Town, with intermediate stops as demanded. A tramway connected Beaconsfield with Bowen’s jetty; travel between George Town and Lefroy was by coach or bullock dray. The introduction of Indignant (69 ton) in 1883 gave a faster service, and the Corio was relegated for freight. In 1887 the partnership was dissolved, and each proprietor operated their own steamship service. The competition between them was relatively restrained, for the two companies alternated in maintaining the daily two way service.

In 1888 Harrap introduced the Centennial, an 89 ton steamer purchased from Sydney. It was larger, took more cargo, and had a bridge deck which accommodated more passengers. John Paterson died from a stroke while working, but his widow continued operating the service. Following the destruction of the Indignant by fire, she ordered a new steamer, the Agnes, in 1894.

These two steamships competed with each other throughout the 1890s and into the 20th century. The Agnes (59 ton) was considerably smaller than the Centennial but they were matched for speed. They often raced each other unoffically, but when Mrs. Paterson refitted Agnes with a triple expansion steam engine, the racing was over. The Agnes was the faster vessel and remained on the river for 27 years before being sold to Melbourne in 1920. They not only serviced the Launceston to Beauty Point and George Town run, but also the intermediate ports. When Elise Sutton returned from holidays in George Town to Launceston at the end of January 1903 the Centennial made eight stops, yet still completed the journey in four hours.

At the beginning of the 20th century the management changed. George Harrap took over from his father, while Mrs. Paterson’s service was operated by Captain Gardiner. Each decided to introduce new steamers. For design they both turned to Sydney naval architect Walter Reeks. George Harrap’s vessel, the Niree (160 ton) appeared in 1905. Captain Gardiner matched her with the locally built Togo (122 ton) in 1906. In these two vessels the development of the river steamers reached its zenith.

The Niree was probably the most luxurious vessel built for the river. It was the first to have electric light and the first to have a glassed in shelter on the bridge deck. The Togo was built to a revolutionary design with passenger accommodation on three decks. With their triple expansion engines, both boats could put up a good speed. The Togo, however, had a fourth cylinder, which with its lighter construction gave it the edge in speed. They were joined by the Broom and later the Bass, which were built more for their cargo carrying capacity. Each had large holds forward of the bridge. They also carried passengers, and on excursion days an awning was strung over the cargo deck to provide shelter for the extra passengers. This was a time when on New Year’s Day, Boxing Day, and Easter Monday over 1000 people would travel by steamer from Launceston to Beauty Point and George Town. Also becoming popular were half day excursions and picnics to Gravelly Beach. The first decade of the 20th century saw the rapid growth of apple orchards along the banks of the Tamar River. For the first time river steamers could compete with the trading ketches and cutters for freight, and jetty development increased on both sides of the river.

Although the Niree and the Togo were the grandest of the river steamers, they were dinosaurs. They were built for the fast passenger service between Launceston, Beauty Point and George Town. By the 20th century that was well in decline: output of gold at Lefroy and Beaconsfield had waned; and Gravelly Beach, much closer to Launceston, competed with George Town for the excursion picnics. More importantly the motor vehicle had made its appearance. Once the car became ubiquitous and freight trucks were common, trade on the river was severely affected and neither vessel remained long on the Tamar River. After four years Togo was sold to Hobart. Niree was destroyed by fire in 1908 and was replaced by the Rowitta, which was smaller in size, had greater cargo carrying capacity, and made no attempt to compete with the Togo for speed. Another name was the Taranna, which was purchased by Harrap and Son in 1913.

As World War 1 approached the river trade was further reduced. During the apple and summer excursion season the Rowitta, Taranna, Bass and the elderly Agnes were regular traders, but the winter season was a different story. The steamers were finding it hard to compete against road transport. By 1920 the Bass was in Hobart, the Taranna in Queensland and the Agnes in Melbourne. Agnes was replaced by the Reemere, which remained only until 1925, leaving only the Rowitta. This steamer struggled on for another 15 years, often spending weeks laid up at Launceston. She was finally sold to Hobart in 1941.

The Rowitta, and possibly the Reemere, are still afloat. Both had a very chequered career; both underwent major modifications later in their career, and each was restored to its original configuration, or at least with the major modifications of aTourist steamer. The Rowitta, and possibly the Reemere, is the pride of the Flagstaff Hill Maritime Museum in Warrnambool. Here she still looks as she would have done when plying the Tamar River, reiving many pleasant memories for those who sailed on her.

The references:

Loney, J., Bay steamers and coastal ferries, French Forest, N.S.W., 1982.

Newspapers:
Cornwall Chronicle; Launceston Examiner (Launceston after 1900), Mercury.
from the galley
Skilly or Please sir, can I have some more?

Diaries such as that of Jack Fox, extracts of which appear in this edition, provide exciting insights into life and activities at sea that would otherwise be hard for us to imagine. We can read vivid details of the excitement and danger of hunting whales and the discomforts of living and working while tossed around by the inhospitable ocean.

Fox also wrote of more mundane details of the voyage, such as the food, about which he was seldom enthusiastic. His entry for 2 December 1927 includes his observation that the food is not too good as we are not getting any more fresh meat but just tinned stuff and the potatoes are rotten. Christmas Day offered temporary improvement, ‘Dinner was not served until seven o’clock and a dinner it was considering what we have been getting. It consisted of Roast Pork & Mutton, potatoes, cabbage, peas, gravy, some sort of a dessert, cakes, apples, nuts, toffee, Hot coffee, Hot toddy & rum, not so dusty either. I eat that much that I felt bad after it but I did not mind that as long as I had a good tuck in.’ Further into the voyage Fox seems to have become more attuned to the fare, commenting that the whale meat sausages offered up on the 11 of January were ‘pretty good’.

I couldn’t find a recipe for whale meat sausages, although it did remind me of my grandmother’s favourite joke, in fact her only joke, that Vera Lynn’s famous Second World War ballad was actually about the privations of wartime rationing ‘Whale Meat Again....’ and Fox’s ‘some sort of dessert’ while enticing proved equally illusive. So I have settled on a recipe for Skilly instead. In 1994 The Mercury’s special correspondent Henric Brammell recalled his experience aboard the Norwegian whaler N.T. Nielsen Alonso in Antarctica in the late twenties. ‘We ate in a mess room off a bare table and forms that slid about alarmingly in rough weather’ Breakfast was skilly, accompanied by ‘boiled beans in gravy, whale oil margarine with brown bread’.

Skilly has been described as thin porridge and water gruel and would have been familiar to many Tasmanians down the years. The recipe below comes with thanks from a fascinating blog called The Old Foodie.1 I have yet try it myself but think that it would go particularly well with homemade grog of any variety.

**SKILLY RECIPE**

1 oz margarine  
2 medium onions, grated or finely diced  
2 tablespoons oatmeal  
1 pint cold water  
salt and pepper  
½ pint milk  
3 medium carrots grated

Heat the margarine in a pan, add the onions and cook for 5 minutes. Blend the oatmeal with the cold water, tip into the pan and stir as the mixture comes to the boil; season lightly. Simmer steadily for 30 minutes, stirring frequently, then add the milk and carrots and cook for a further 15 minutes.

1 The Mercury 16 April 1994, p. 17
2 http://www.theoldfoodie.com/2006/05/skilly-meals.html

Ray joined the museum as a volunteer in April of this year and has more than lived up to his name! Ray has become a stalwart of the front desk, helping out at short notice as well as filling regular slots. He has also taken on projects in the library and has very quickly found his way around most parts of the museum.

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**MARITIME TIMES AWARD**

The award goes to

Ray Willing

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Photo: ECHO Education through Cultural and Historical Organisations

16 April 1994, p. 37
AN EARLY FRENCH CHART OF SOUTH-EASTERN TASMANIA

The history of this chart, discovered at auction, is told by one of our Maritime Museum researchers on page 10.